### **FAULT MONITORING**

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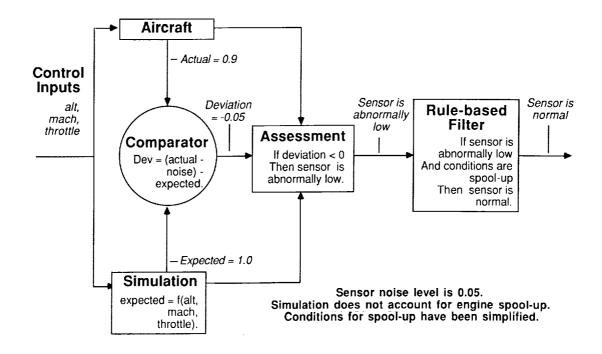
# FAULT MONITORING IN THE AIRCRAFT DOMAIN

- Develops behavioral expectations
  - Collects relevant data
  - Makes appropriate comparisons
  - Interprets data into information
- Provides subsystem information which either directly or indirectly leads to an appropriate response.
- "Acts like a flight engineer"

## Information Requirements

- Caution and warning exceedances
- Degradations (abnomal but within range)
- Data interpretation
- Dynamic information (derivatives)
- Relative parameter information
- Low level of false alarms

#### MONITAUR ARCHITECTURE



## IMPLEMENTATION

**Characteristics** 

- Monitors turbofan engine
- Separate device data base
- Sensor-centered object oriented design
- Written in Common Lisp

# Anticipated Benefits of MONITAUR Concept

- Early detection of abnormalities
- Minimal interpretation of data
- Quality system state description
- I ow number of false alarms
- Relatively low implementation expense

## REMAINING WORK

- Determine false alarm rate
  - on Symbolics using aircraft data
  - on a PC in an LaRC test aircraft
- Implement for other subsystems (e.g. electrical, hydraulic)
- Implement on other test aircraft

#### REMAINING ISSUES

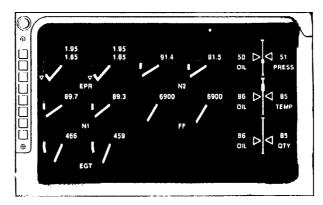
- Prioritize monitoring tasks
- Develop guidelines for knowledge acquisition of rules and noise levels
- Evaluate effects of faulty inputs to the model
- Assess the risk of false alarms

# E-MACS

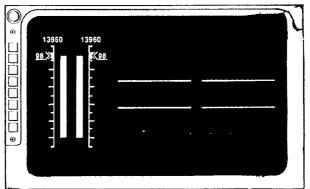
# Engine Monitoring and Control System

Situation: Normal engine power-up for takeoff.

#### **Traditional**

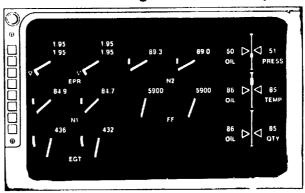


#### E-MACS

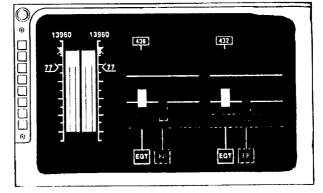


Situation: Incorrect sensor (EPR). Similar to the 1982 Air Florida accident at Washington National Airport.

#### **Traditional**



**E-MACS** 



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